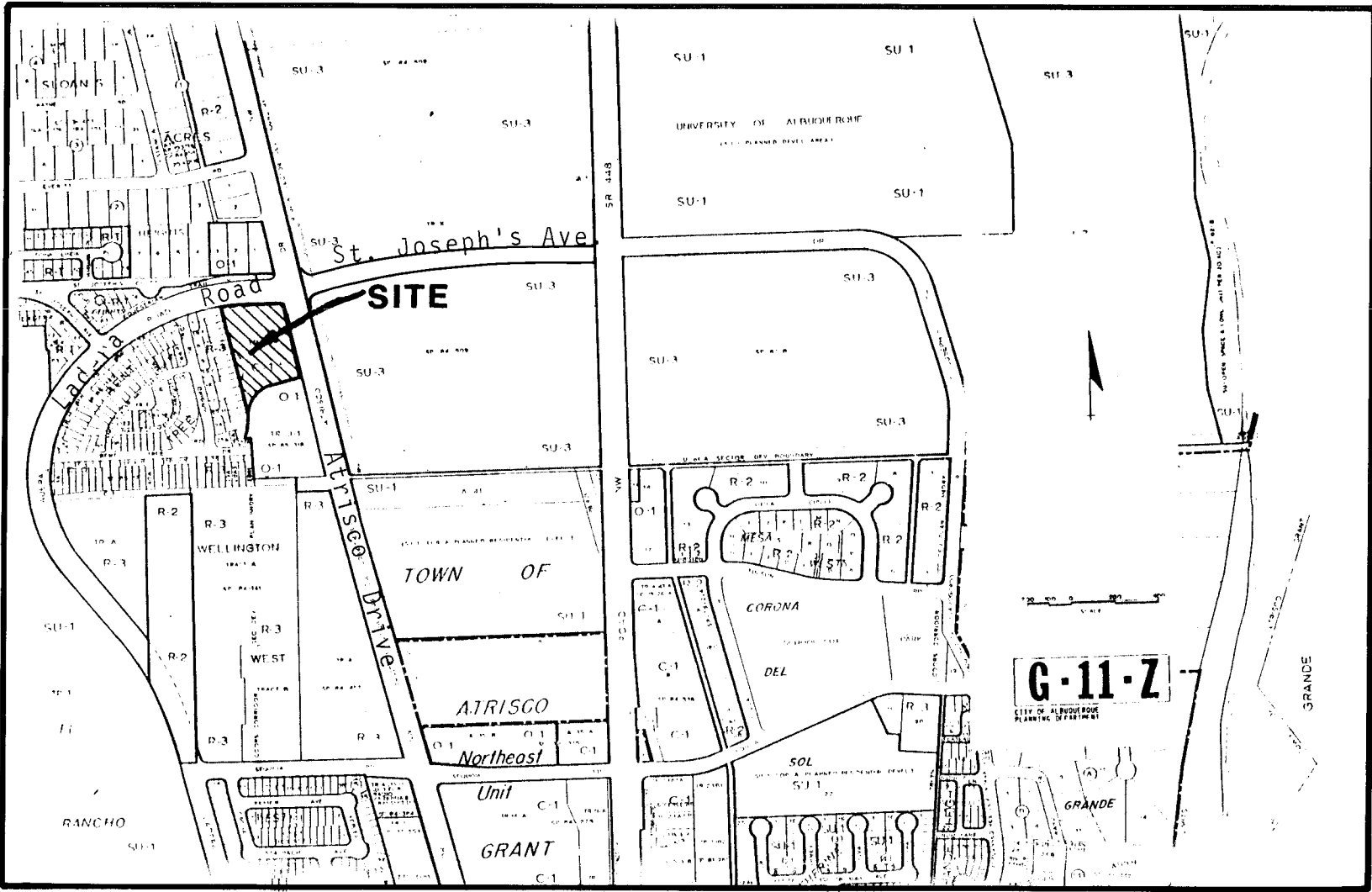


ATRISCO DRIVE NW

PAVING & WATER PLAN

INDEX

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2	PAVING & WATER PLAN AND PROFILE
3	PAVING SECTIONS & DETAILS

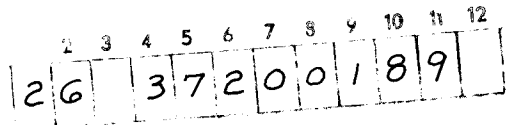
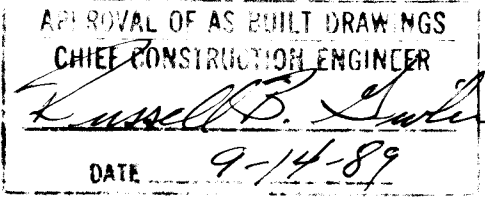


SCALE: 1"=750'±

VICINITY MAP

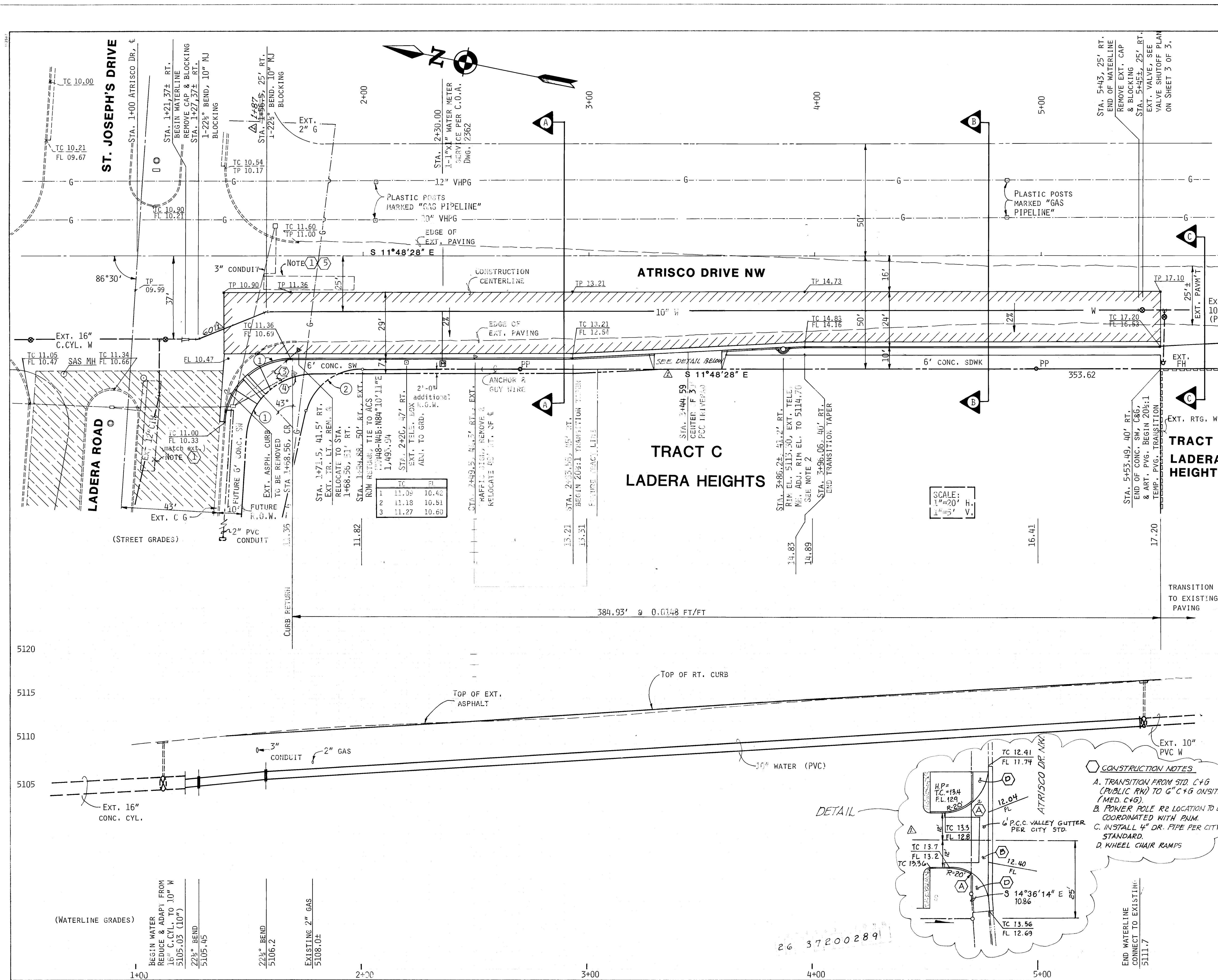
NOTES

- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION - 1987 EDITION (REFERRED TO HEREIN AS THE STANDARD SPECIFICATIONS) AND THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR SURVEYOR SO THAT THE CONFLICT CAN BE RESOLVED WITH MINIMUM AMOUNT OF DELAY.
- TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATION SERVICE, 765-1234, FOR LOCATION OF EXISTING UTILITIES.
- ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- BACKFILL COMPACTION SHALL BE ACCORDING TO SPECIFIED STREET USE.
- TACK COAT REQUIREMENTS SHALL BE DETERMINED BY THE CITY ENGINEER.
- SIDEWALKS AND WHEELCHAIR RAMPS WITHIN THE CURB RETURNS SHALL BE CONSTRUCTED WHEREVER A NEW CURB RETURN IS CONSTRUCTED.
- IF CURB IS DEPRESSED FOR A DRIVEPAD OR A HANDICAP RAMP, THE DRIVEPAD OR RAMP SHALL BE CONSTRUCTED PRIOR TO ACCEPTANCE OF THE CURB & GUTTER.
- CONTRACTOR SHALL OBTAIN A BARRICADE PERMIT PRIOR TO STARTING CONSTRUCTION AT A NEW SITE. CITY BARRICADE ENGINEER SHALL BE NOTIFIED @ 768-2551 PRIOR TO THE CONTRACTOR OCCUPYING AN INTERSECTION.
- CONTRACTOR MUST CONDUCT THIS OPERATION SO THAT THE TRAFFIC SIGNALS WILL REMAIN OPERATIONAL AT ALL TIMES. AFTER THE NEW MAST ARM BASE IS INSTALLED ALONG WITH THE NEW CONDUIT THE CONTRACTOR SHALL GIVE TRAFFIC ENGINEERING (823-4008), TOM VAN ETEN) 3 WORKING DAYS NOTICE SO THE EXISTING MASE ARM ASSEMBLY CAN BE RELOCATED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING THE TRAFFIC ENGINEERING OPERATIONS DETECTORS LOOPS IF NECESSARY AND APPROVED MARKINGS PRIOR TO OPENING CONSTRUCTION AREA.



REV.	SHEETS	CITY ENGR.	DATE	USER DEPT.	DATE	USER DEPT.	DATE
APPROVAL OF REVISIONS							

		APPROVED FOR CONSTRUCTION <i>[Signature]</i> 4/5/89
	DRAWING NO. 3720	SHEET 1 OF 3



CURVE DATA

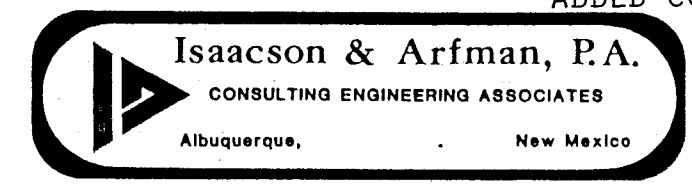
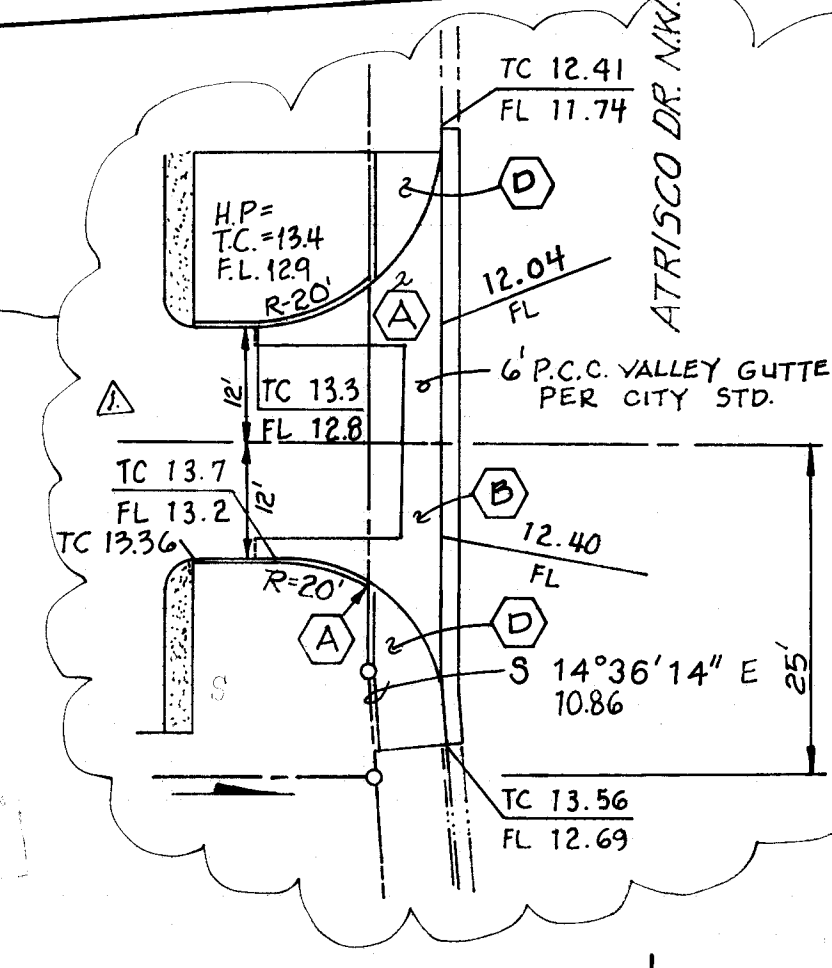
①	$\Delta = 93^{\circ}30'00''$ $R = 30.00$ $L = 45.29$
②	$\Delta = 78^{\circ}07'18''$ $R = 25.00$ $L = 34.09$

LEGEND

	EXT. ARTERIAL PAVING
	EXT. STD. C&G
	EXT. ASPHALT CURB
	EXT. GAS MAIN
	EXT. WATER LINE
	EXT. CONTOUR LINE
	EXT. 3" CONDUIT W/BOX
	EXT. STREET LIGHT
TP	TOP OF PVM'T GRADE
TC	TOP OF CURB ELEV.
FL	FLOWLINE ELEVATION
	ARTERIAL ASPH. PVG.
	PROPOSED STD. C&G
	NEW 2" PVC CONDUIT

- NOTES**
- 6'x40' QUADRAPOLE LOOP TRAFFIC SIGNAL TRIP.
 - COORDINATE WITH TELEPHONE CO. CONSTRUCTION DIVISION TO RE-CONSTRUCT CONE PORTION OF MANHOLE TO RELOCATE RIM TO THE WEST, BEHIND BACK OF CURB.
 - REMOVE AND RELOCATE 2" PVC CONDUIT. COST IS INCIDENTAL TO NEW MAST ARM FOUNDATION.
 - NEW MAST ARM FOUNDATION, TYPE 2 PER C.O.A. DWG. 2526
 - CONTRACTOR SHALL REPLACE QUAD. LOOP TRAFFIC SIGNAL TRIP IF DAMAGED, NO ADDED COST.

- CONSTRUCTION NOTES**
- TRANSITION FROM STD. C&G (PUBLIC RK) TO G" C&G ONSITE (MED. C&G).
 - POWER POLE R2 LOCATION TO BE COORDINATED WITH PNM.
 - INSTALL 4" DR. PIPE PER CITY STANDARD.
 - WHEEL CHAIR RAMPS

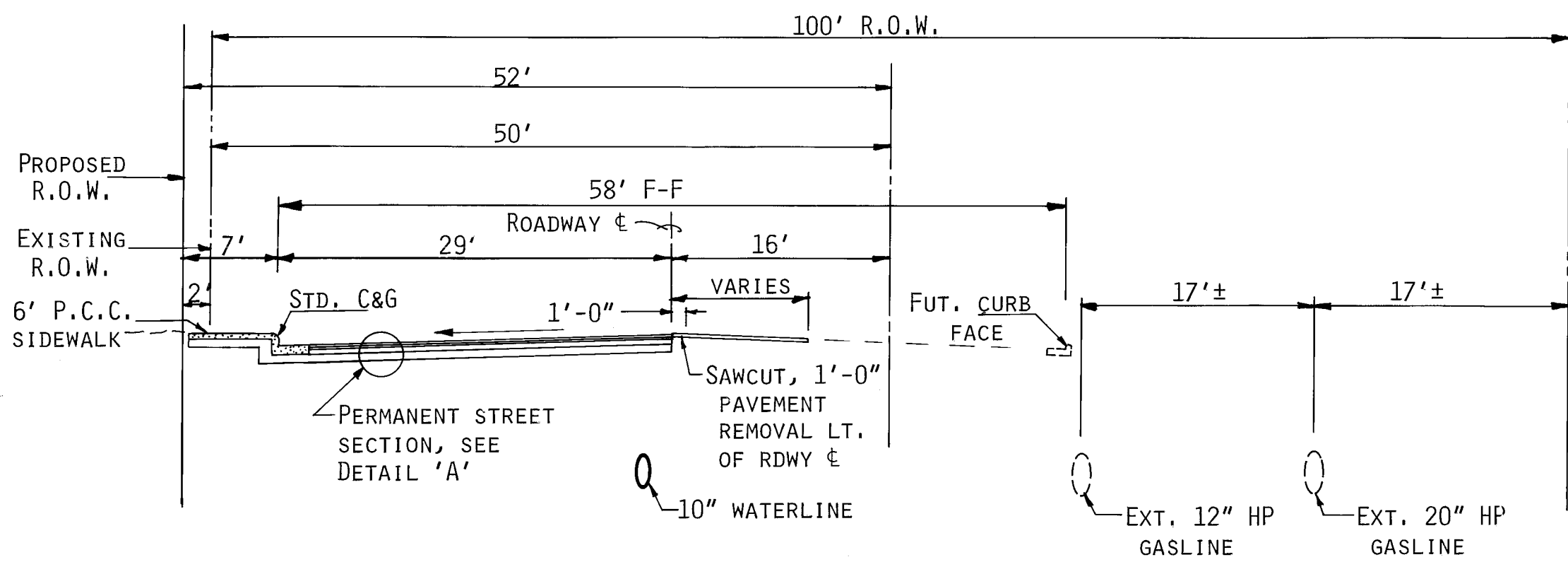


CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

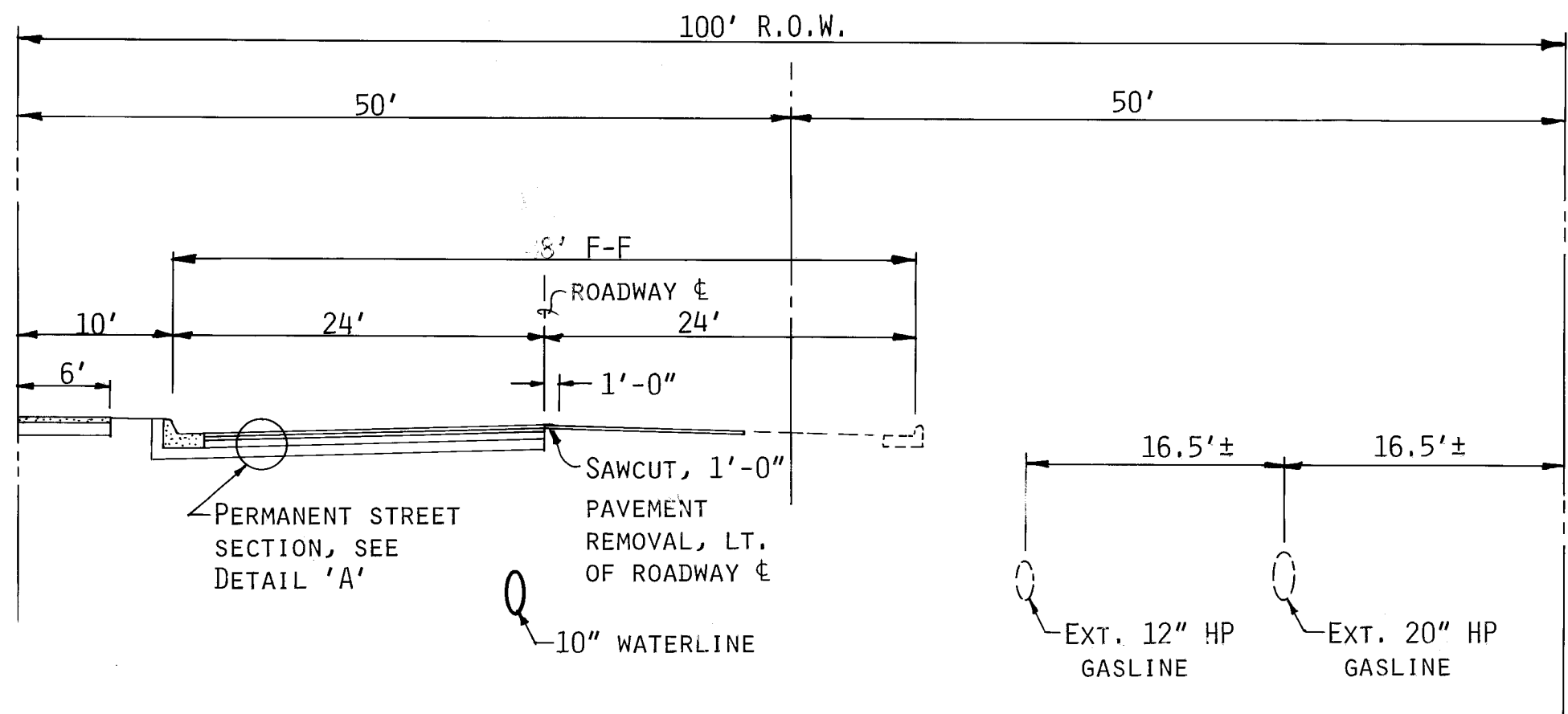
**ATRISCO DRIVE NW
SOUTH OF LADERA ROAD
PAVING & WATER PLAN**

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRG. Eng.	Isaacson	2/14/89	ENR. Eng.	Allen	2/14/89
Trans. Div.					
Utility Div.					

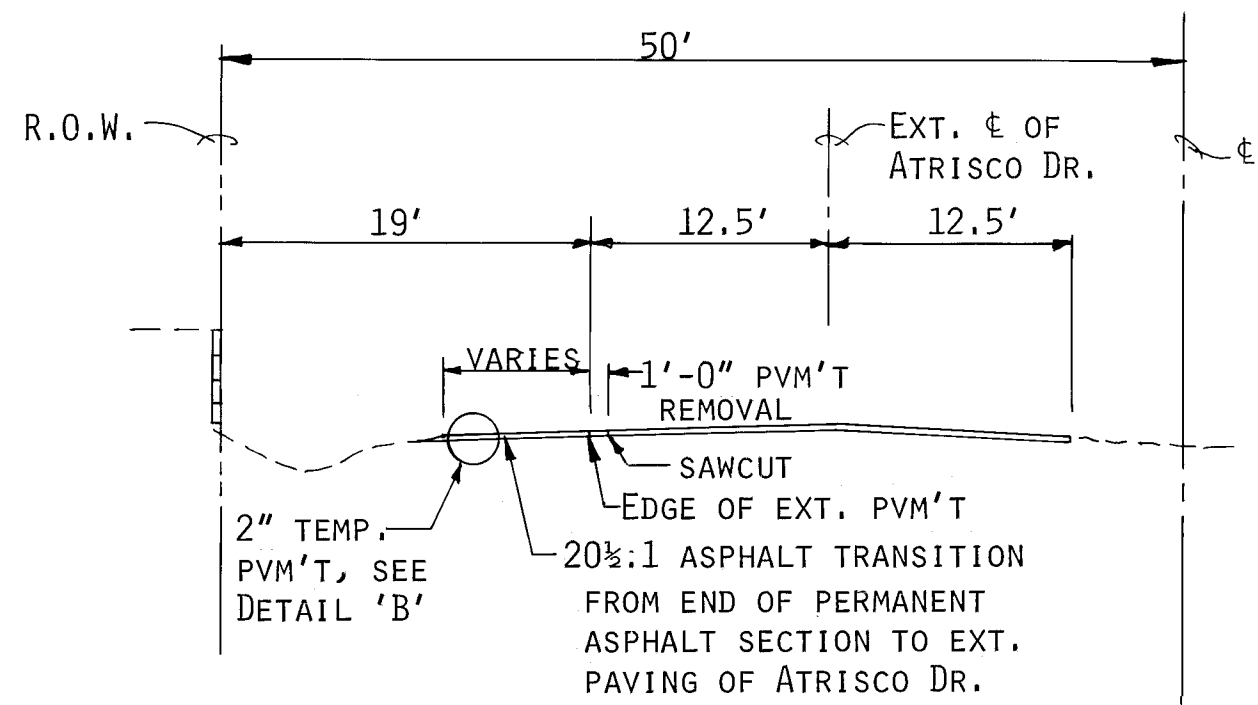
AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL		REVISIONS		DESIGN	
SUNDANCE		ACS NM 448-NUB, BRASS CAP @ CORNERS & ST. JOSEPH'S DRIVE. ELEVATION: 5113.60		FIELD NOTES BY W. PETTIT				REMARKS		DATE	
DATE 9/13/88		DATE 11/88		NO. 1				NO. DATE		DATE	
DATE 9/13/88		DATE 11/88						BY F. ARFMAN		DATE 12/88	
DATE 9/13/88		DATE 11/88						CHECKED BY N. ALLEN		DATE 1/89	



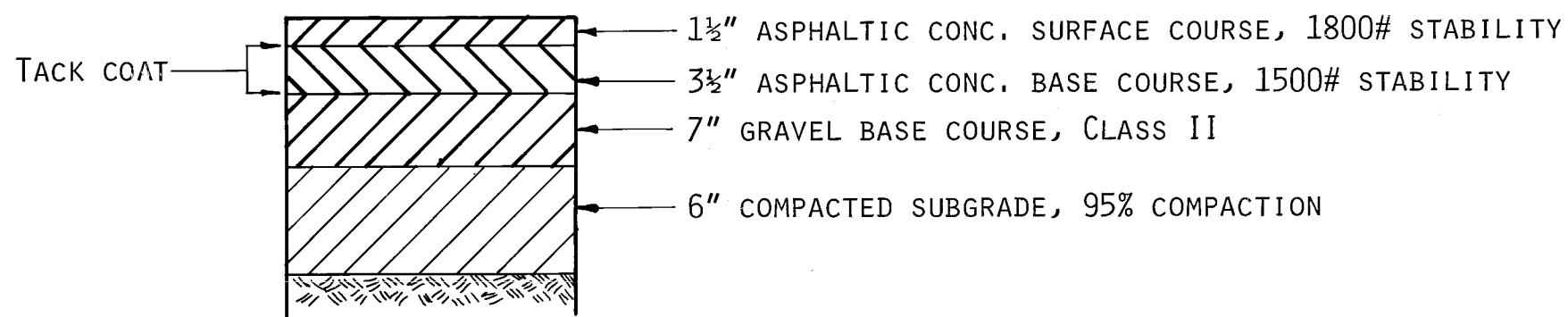
ATRISCO DRIVE (STA. 1+68.56 to 2+93.56)
NTS SECTION A-A



ATRISCO DRIVE (STA. 3+96.06 to 5+53.49)
NTS SECTION B-B

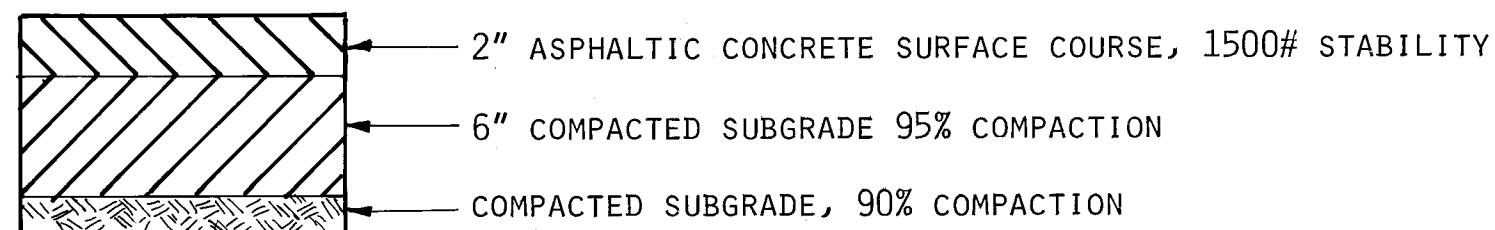


ATRISCO DRIVE (STA. 5+53.49 to end of transition)
NTS SECTION C-C



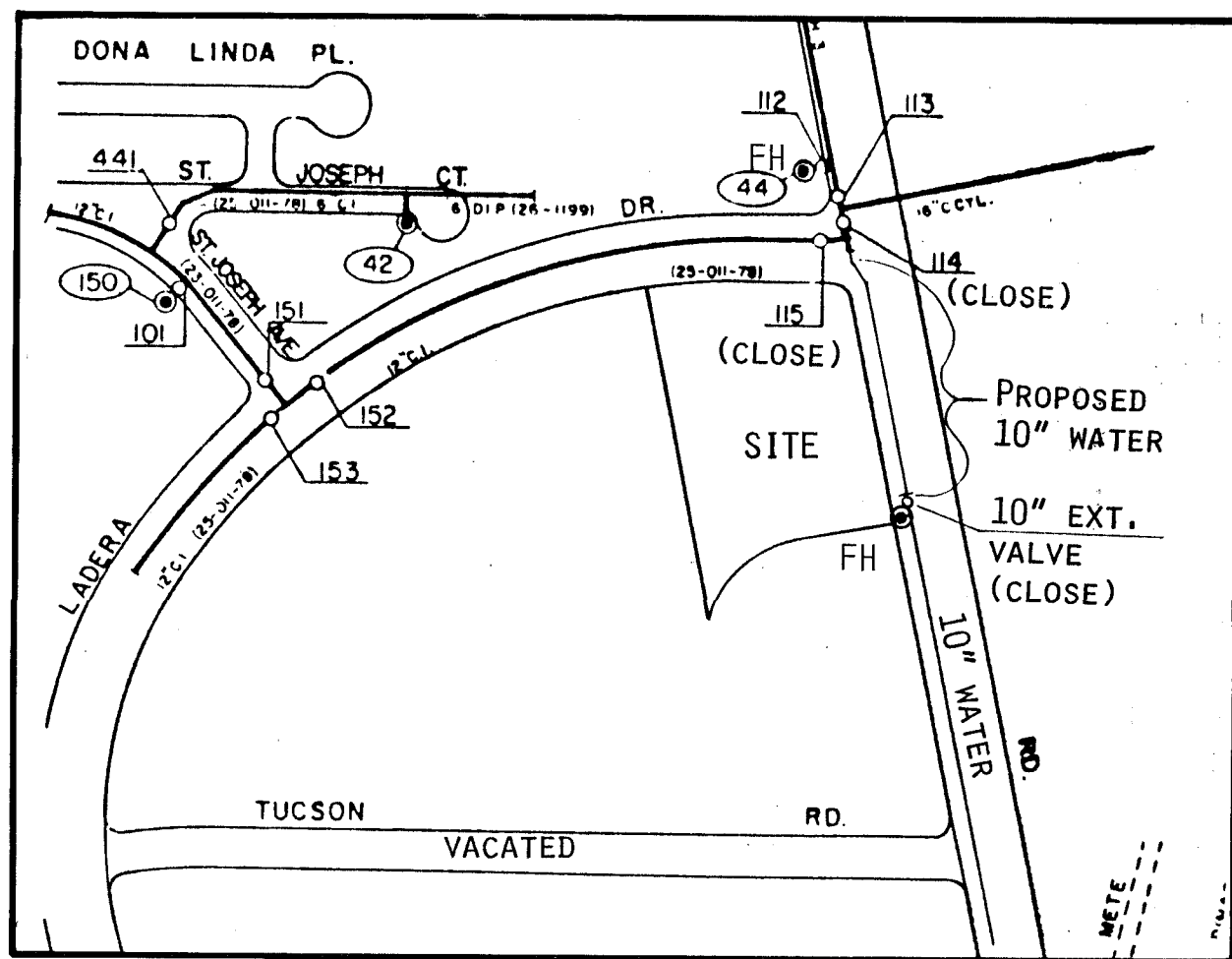
DETAIL 'A'-PERMANENT PAVEMENT SECTION

NTS



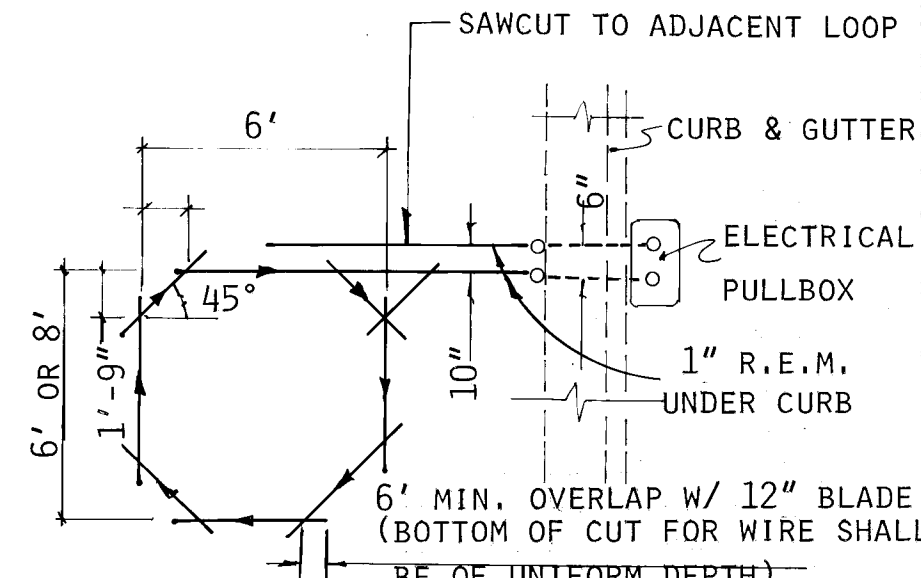
DETAIL 'B'-TEMPORARY PAVEMENT
(as shown on drawings)

NTS

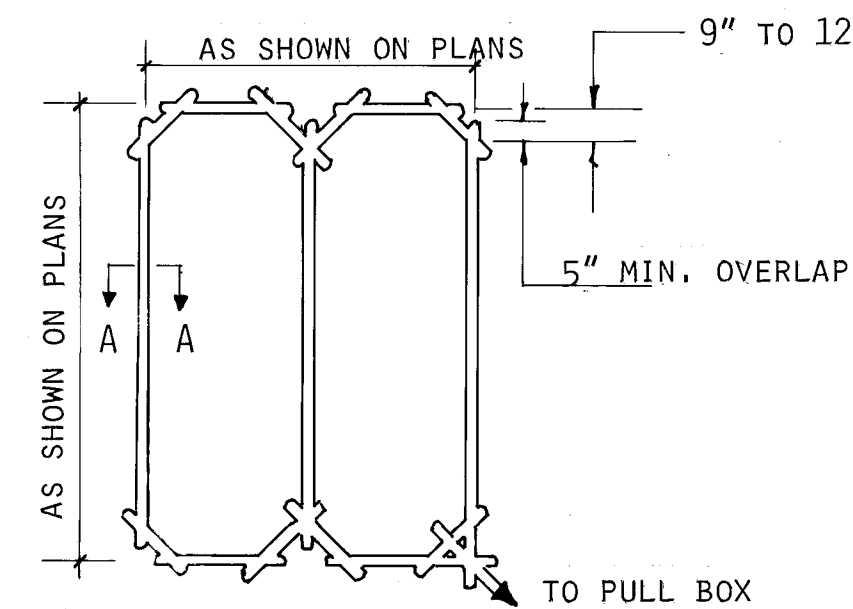


WATER VALVE SHUTOFF PLAN
NO SCALE

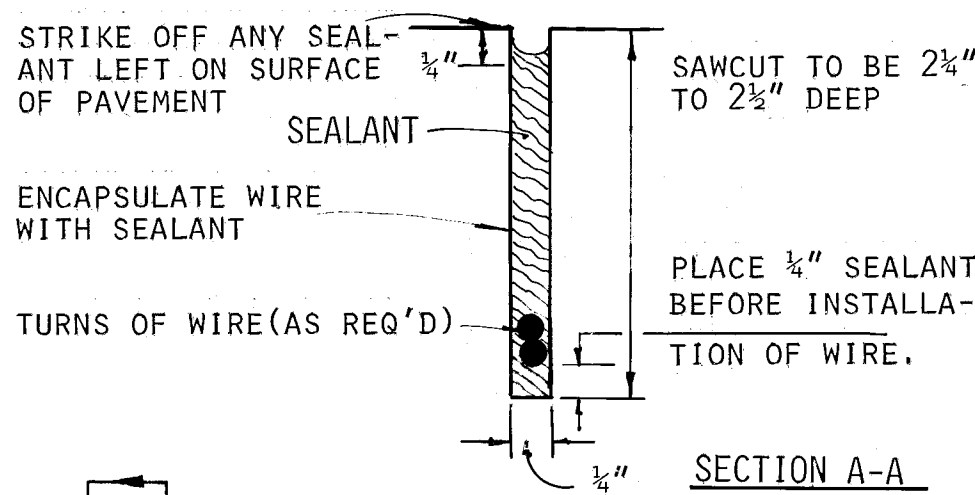
1. WATER VALVE SHUT-OFF PLANS ARE FOR CITY USE ONLY. WATER DISTRIBUTION SYSTEM SHUT-OFFS AND TURN-ONS SHALL BE AS PER SECTION 18.3 OF THE GENERAL CONDITIONS.
2. CLOSE VALVES NO. 114, 115 & UNNUMBERED VALVE AT SOUTH END OF SUBJECT PROPERTY DURING CONSTRUCTION OPERATIONS.



LOOP DETAIL
NO SCALE

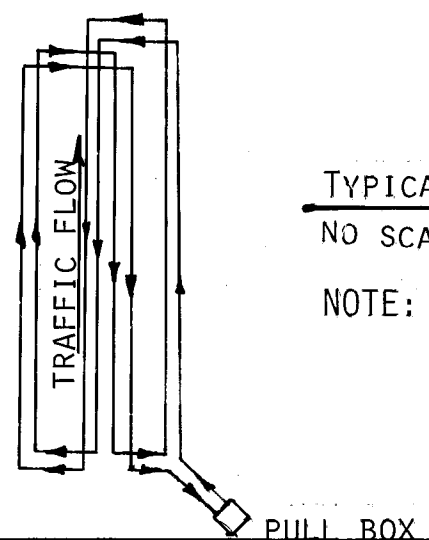


TYPICAL ROADWAY LOOP SAWCUT DETAIL
NO SCALE



TYPICAL LOOP WIRE PLACEMENT DETAIL
NO SCALE

NOTE: WIRES MUST BE WOUND IN THE DIRECTION SHOWN



GENERAL NOTES:

1. ALL SPLICES FOR TRAFFIC SIGNAL MULTI-CONDUCTOR CABLE SHALL BE MADE ABOVE GROUND (IN CABINET OR STANDARD BASE), NO SPLICING OF MCC WILL BE PERMITTED IN THE PULL BOXES.
2. ALL LOOP DETECTOR WIRE SHALL BE NO. 14 AWG STRANDED COPPER WIRE WITH CROSSLINKED POLYETHYLENE INSULATION (INDUSTRY TYPE XHHW) CONFORMING TO THE REQUIREMENTS OF I.M.S.A. SPECIFICATIONS NO. 51-3 1984.

BACKER ROD SHALL NOT BE USED IN THE INSTALLATION OF LOOP (EXCEPT PIECES LESS THAN 12" WHICH MAY BE PLACED OVER THE WIRE AT THE SAW CUT CORNERS TO HOLD THE WIRE. A 1/2" LAYER OF SEALANT SHALL BE PLACED IN THE SAWCUT BEFORE PLACEMENT OF THE WIRE AND THEN THE WIRE SHALL BE ENCAPSULATED WITH SEALANT. HOT-MELT RUBBERIZED ASPHALT LOOP DETECTOR SEALANT MANUFACTURED BY CRAFTOR SHALL BE AN ACCEPTABLE SEALANT ALTERNATE.

26 37200389

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE: ATRISCO DRIVE NW
SOUTH OF LADERA ROAD
PAVING DETAILS & SECTIONS

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. Chair	Robert L. L. L.	2/14/89			
Trans. Dev.					
Utility Dev.					

DRAWING NO. 3720 MAP NO. SHEET 3 OF 3